

Minutes of Meeting Held at Washington, D. C.
3 April 1956

1. Major Problem Areas:

Item No. 2.56-1: Development of Operations Plan

Lt. Colonel Heron (Hq SAC) presented a verbal tentative Operations Plan and said the written plan would be published by SAC during the month of April. Plan would be similar to "Black Knight." Tentatively, it is planned to activate the 4028th Squadron for the 29 Air Force aircraft, and the 4029th when the additional 20 aircraft become available. Operational Detachments will consist of six aircraft operating from overseas bases. Possibility exists where 12 aircraft would operate from same base. Operating time overseas will be six months TDY; only key Staff Officers will be permanent. Airlift of complete packages (aircraft, crews, equipment, etc.) is planned. Flying time overseas will be based upon a sortie rate of 8 per month (6 operational, 2 training) or approximately 55-60 hours per month. January 1957 is the target date for 1st Detachment deployment. Turner Field is to be used as a training, equipment, and replacement base. Ten T-33 aircraft (2 per Detachment) are to be requested.

Item No. 2.56-2: Status of Procurement

The Agency has issued letter contract SP-1914 to Lockheed for 29 aircraft; definitization is promised by 31 May 1956.

Item No. 2.56-3: Delivery Schedule

The schedule remains unchanged since last meeting. First airplane is now in jigs at Bakersfield approximately 2 weeks ahead of planned schedule. Tentative aircraft configuration and delivery is as follows:

	S	N	D	J	F	M	A	M	J	J	A	S	O	N
Photo*	1	1	1	2	2	1	2	2	1				2	
HRR							1						1	
Ferret						1				2	1			
Research*	1									1				1

25X1D

* One of 1st 8 Photo aircraft to be assigned to test and research.

Item 2.56-4: Equipment Configurations

In view of the delays in the development of the Agency long range C&N system (System 2) and its inherent complicated operational requirement,

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the WSPO presented a possible substitute system consisting of a long range transmitter (portion of System 2) and a doppler navigation set whose output to the pilot is ground position, and course and distance to a pre-set destination. SAC representatives gave tentative approval for such a system. The WSPO will continue the investigation; no changes in the presently designated System 2 will be made prior to complete clearance with the using command.

SAC personnel reiterated their desire for search and target radar equipment configurations. WSPO is still investigating possibility and feasibility. To date, findings indicate present systems too large for airplane; however, it may be possible to develop a system for this particular aircraft. The WSPO will continue to investigate.

Item No. 2.56-5: Procurement of Known Equipments

The Group concurred in the procurement of the following equipments, and WSPO will authorize procurement:

a. Photographic Equipment:

<u>Type</u>	<u>Quantity</u>	<u>Miscellaneous</u>
A-1	3	Special tools, spares, training, Tech. Rep., overhaul
A-2	6	Special tools, spares, training, Tech. Rep., overhaul
B -	3	Special tools, spares, training, Tech. Rep., overhaul
C	3	Special tools, spares, training, Tech. Rep., overhaul

b. Electronic Equipment:

<u>Type</u>	<u>Quantity</u>	<u>Miscellaneous</u>
System 1	16	Special tools, spares, training, Tech. Rep., overhaul
System 2	26	Special tools, spares, training, Tech. Rep., overhaul
System 3	16	Special tools, spares, training, Tech. Rep., overhaul
System 4	4	Special tools, spares, training, Tech. Rep., overhaul
HRR	2	Special tools, spares, maintenance, overhaul, training

c. Other Equipment:

<u>Type</u>	<u>Quantity</u>	<u>Miscellaneous</u>
Sextant	26	Special tools, training, Tech. Rep., spares, overhaul
View Finders	26	Special tools, training, Tech. Rep., spares, overhaul
Tracking Camera	26	Special tools, training, Tech. Rep., spares, overhaul
Radar for HRR	2	Special tools, training, Tech. Rep., spares, overhaul

The WSPO reported on its examination of the DMQ2 system as a replacement for the scheduled System 4. From what could be determined the design objectives of System 4 are considerably superior to those of the DMQ2, and are in the direction of increased signal analysis capability as requested by SAC Hq personnel. The WSPO recommended dropping the DMQ2 proposal; however, SAC personnel requested that they be allowed to evaluate the System 4 proposal before any commitment is made. This will be done. A subsequent check with the Agency contracting officer revealed the expected date of receipt of the proposal is about 20 April 1956.

Item 2.56-6: Development of Maintenance Concept

A formal maintenance concept was not available; however, tentative plans indicate that Air Force personnel will perform maintenance on all equipments except the APQ-56. Overhaul of all non standard equipments, including the engine will be by the respective contractors. SAC personnel agreed to investigate the possibility of OCAMA running engines through "Black Knight" overhaul line for build-up. It is expected that the air frame will be returned to the contractor's factory for major overhaul until such time as depot personnel receive training. The Group was informed that General Dau had been briefed and had agreed to designate Warner Robins as the prime depot for the airplane. Colonel Reilly and Mr. W. Denard will probably represent the AMA. The WSPO is investigating the functions of these men, and, if satisfactory for the work contemplated, will request security clearances for them.

Item 2.56-7: Development of the Supply Concept

As stated above, WRAMA is to be the prime depot, and action will be taken to clear some of their people into the project. However, because of security, all support equipment, spares, GHE, etc., will be shipped or retained at Maywood, and the WRAMA people will be TDY there. As in "Black Knight" all supplies will be requisitioned through the prime AMA.

Item 2.56-8: Assignment of Unclassified Code Name

It was determined that this is not necessary at this time. Equipment will continue to be requisitioned and shipped under Agency code names and procedures.

Item 2.56-9: GFAE

Hq USAF personnel stated that they will be responsible for engines and furnishing of all GFAE for the project. There will be mutual use of the combined agency and USAF engine inventory under control of Hq USAF. All changes to the 610 will be forwarded to Major DeLonga at Hq USAF.

Item 2.56-10: Maintenance Training

It was agreed by the Group that the Bakersfield Plant will be utilized for training of maintenance personnel by the contractor. Engine training will be conducted at Turner in conjunction with the "Black Knight" program. Colonel Berg agreed to take necessary action to clear this with the Agency. A target date of 1 June was established for 1st class. SAC must assign their people as soon as possible to meet this date. Security ground rules are to be established on the basis that these people know only the Air Force program.

2. General Discussion:

Colonel Berg informed the Group that the Agency had tentatively planned that during the week of 16-20 April they would land an airplane into NACA at Moffett, and Nellis AF Base, and release a story. Possibility exists that security requirements will probably be relaxed after this action.

The propriety of equipping a Congressionally authorized SAC Tactical Wing with a utility aircraft (U2) was brought up. Major DeLonga, DCSM, agreed to check that area, and the WSPO agreed to determine the next proper reconnaissance designation.

The Group was informed that representatives of the WSPO and SAC are to visit the contractor for purpose of provisioning spare parts, and special tools on 11 April 1956. SAC will prepare a UAL for requisitioning standard support equipment in order that the new squadron will be able to obtain equipments.

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